

# **The Value of Mobility for Fairfax County**

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**Fairfax Transportation Summit  
March 14, 2005**

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***LET'S SET SOME GOALS!***

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***WE NEED LOFTY GOALS  
TO STIR  
MEN'S & WOMEN'S  
SOULS?***

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***HOW ABOUT?***

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**Our Present National  
Transportation Goal:**

**MAKING THINGS GET WORSE -  
--- SLOWER!**

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# OR ?

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- ☐ If we cant make things go faster then at least we can make them more reliable!
  - ☐ Reliably slow is the goal?
  - ☐ Why not apply that to education, public health, and water supply!
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# THE REGIONAL PLAN?

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- ☐ Education won't be a whole lot worse next year than this year!
  - ☐ Public health won't deteriorate nearly as fast next year!
  - ☐ We can slow the degradation in quality of the water supply!
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# **IT IS NOT OK FOR TRANSPORTATION TO FAIL**

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- ❑ We are a nation built on mobility**
  - ❑ Trips always have economic or social transactions at their end of value to the trip maker**
  - ❑ American Society must have the mobility it needs to meet its social and economic goals.**
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# WE HAVE NO CHOICE BUT TO CARE GREATLY ABOUT TRANSPORTATION!

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*Transportation is all about reducing the time and cost penalties of distance on our economic and social interactions.*

*To the extent that we succeed we enable tremendous forces of economic opportunity, social cohesion and unity.*

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# MY THREE MEASURES OF PERFORMANCE

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1. Are things getting better or worse?
  2. What do I mean by better or worse?
  3. Did I have anything to do with their getting better or worse?
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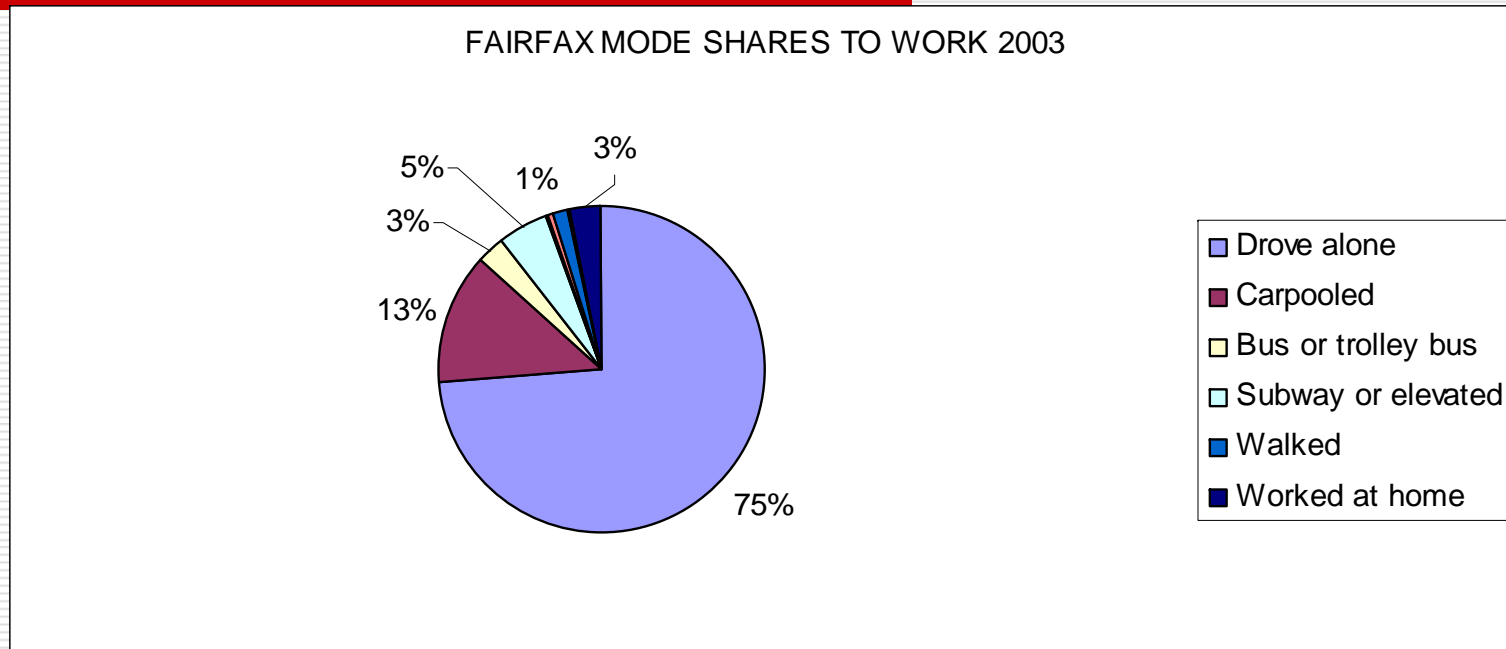


# TRANSPORTATION ROLES

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- ❑ Part of the National flow; I-95 is main street
  - ❑ Part of the State flow; ports and commerce and social activities
  - ❑ Regional flows; our economic engine
  - ❑ Community activities
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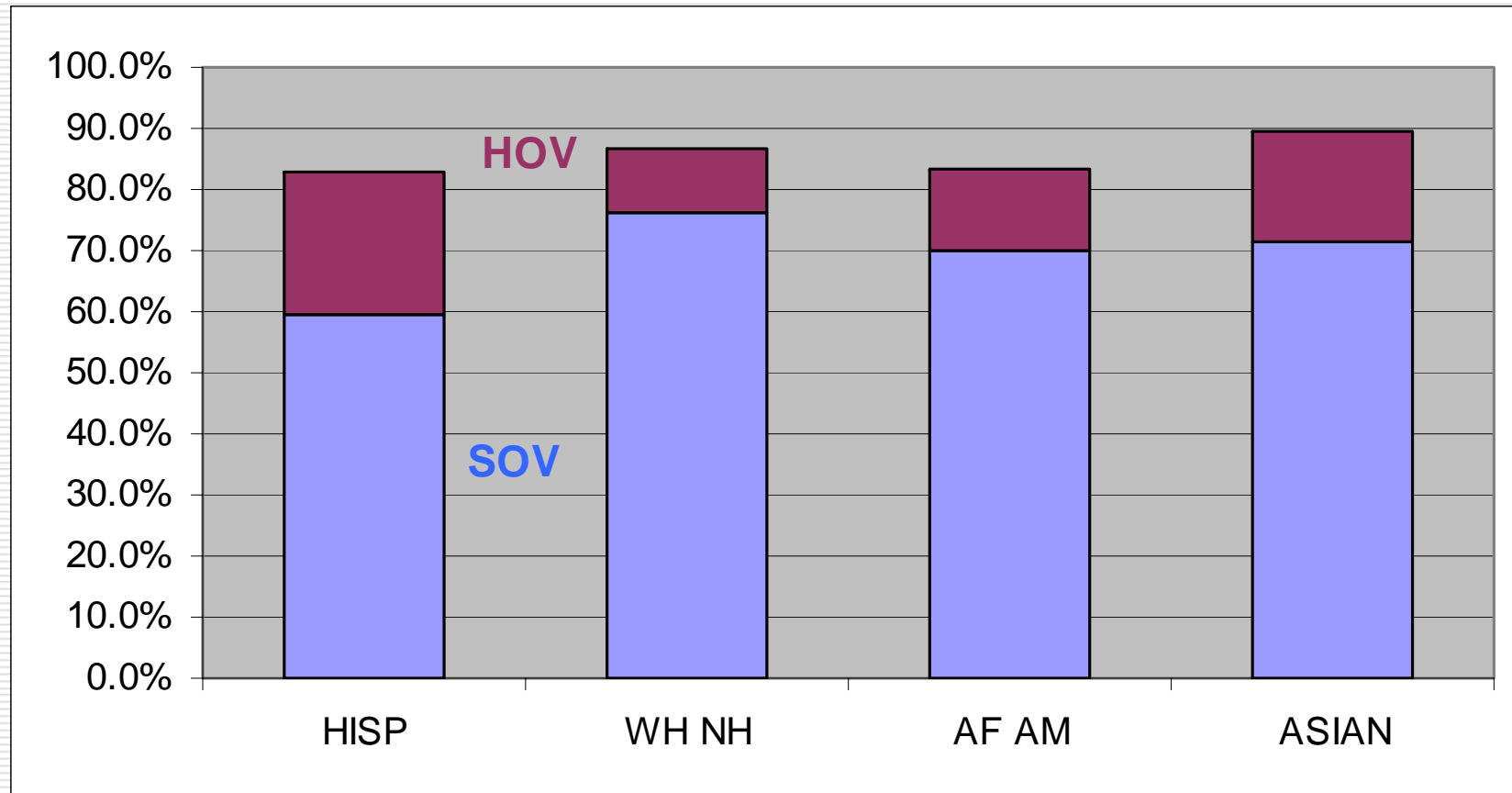
# Mode shares to work - 2003



- This is good by national standards
- Half of areas over a million are above 80%
- Only 6 metro areas higher in transit
- Holding transit share constant will be Victory

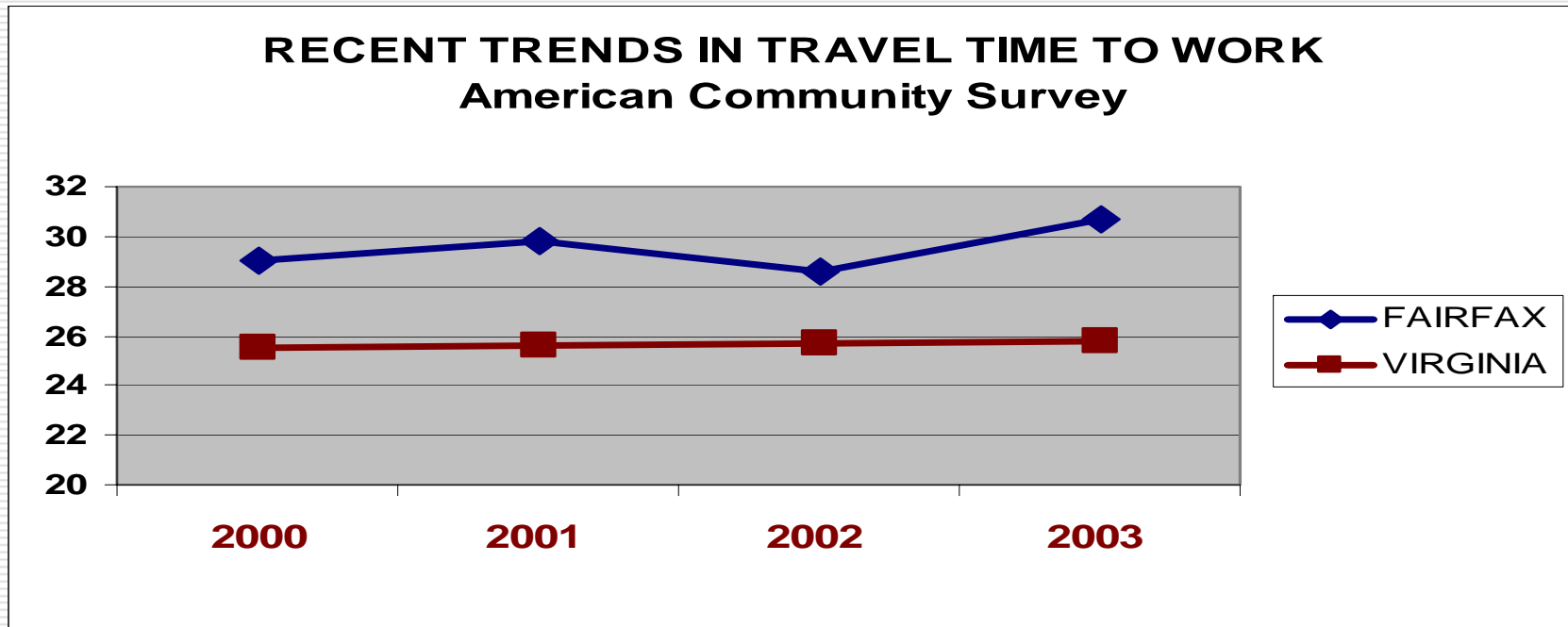
# The variation is really between HOV and SOV

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# Getting worse – slower?

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- ❑ State 26 mins; small increases (1 min/decade)
  - ❑ County 31 mins; volatile increases (5 min/decade)
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# WHEN IS CONGESTION A BIG TIME PROBLEM?

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When less than half  
workers get to work  
in under 20 mins.

- ❑ FFX only 28%
- ❑ Half at 30 minutes

When more than 10%  
take more than 60  
minutes.

- ❑ FFX at 11.4%

What % leave home  
from 5am to 6 am?

- ❑ Almost 6%
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# There's more to transportation than just commuting!

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- ☐ **COMMUTING** (25% of local psgr travel)
  - ☐ **OTHER LOCAL TRAVEL**
  - ☐ **TOURISM**
  - ☐ **SERVICES**  
(power/phone/cable/sewer/water)
  - ☐ **PUBLIC VEHICLES** (gov't services)
  - ☐ **URBAN GOODS MOVEMENT**
  - ☐ **THRU PASSENGER TRAVEL**
  - ☐ **THRU FREIGHT TRAVEL**
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# THE LEAVENING POWER OF FREIGHT MOVEMENT

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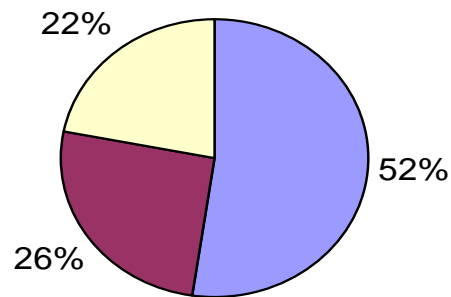
- ❑ Forces serious consideration of costs
  - ❑ Costs are direct and immediate
  - ❑ Strongly and directly impacts jobs
  - ❑ Think of “Trucks with glass sides”
  - ❑ How many ton-miles in my breakfast?
  - ❑ Transportation policy and planning is not a parlor game
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# We are even more Va oriented

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**FAIRFAX COUNTY 2003 COMMUTING FLOWS**

■ Worked in county ■ Worked in other county of Va ■ Worked outside Va

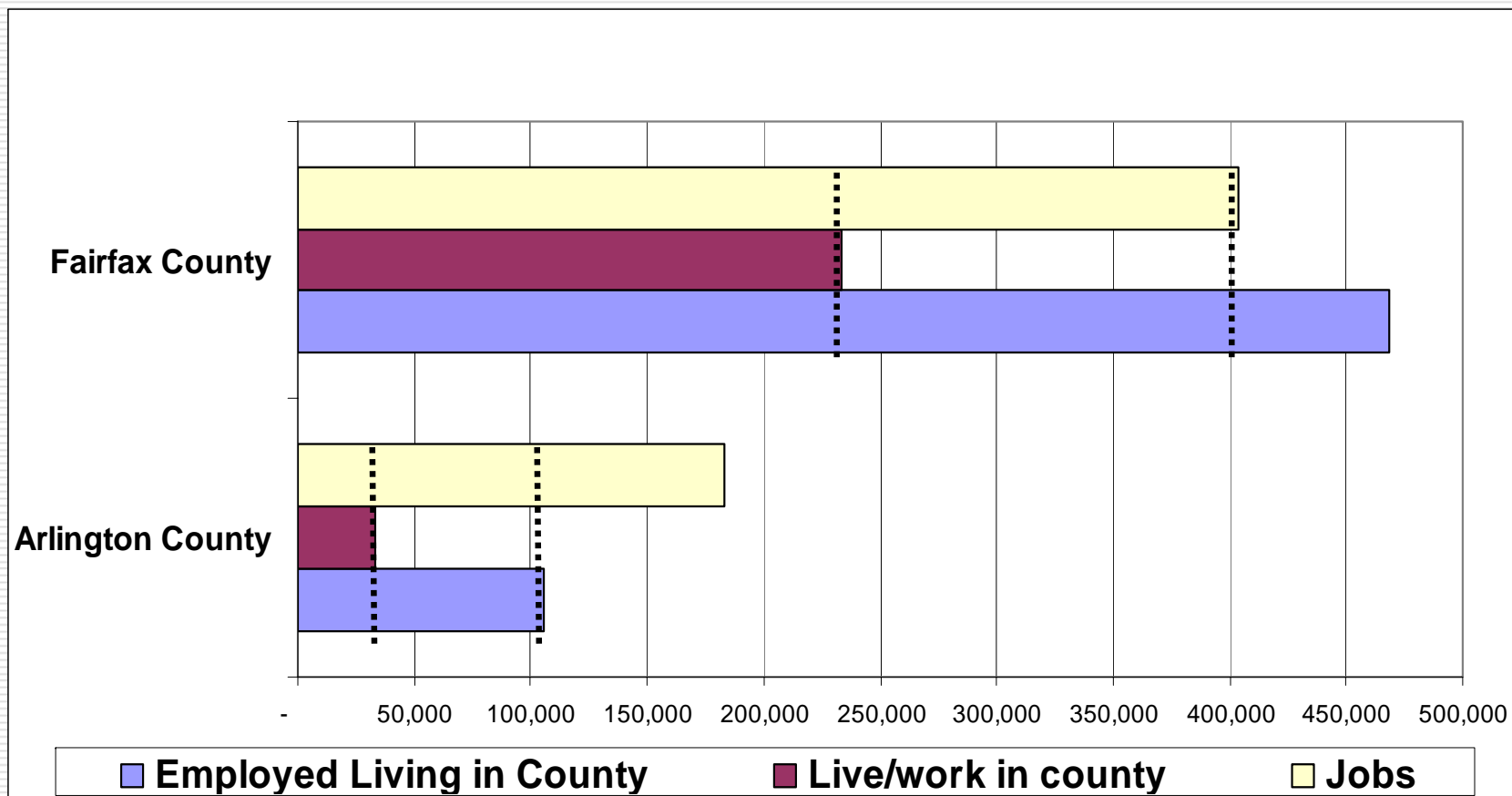


- Work in county up from 2000; was 50%
  - Work in State up from 2000; was 24%
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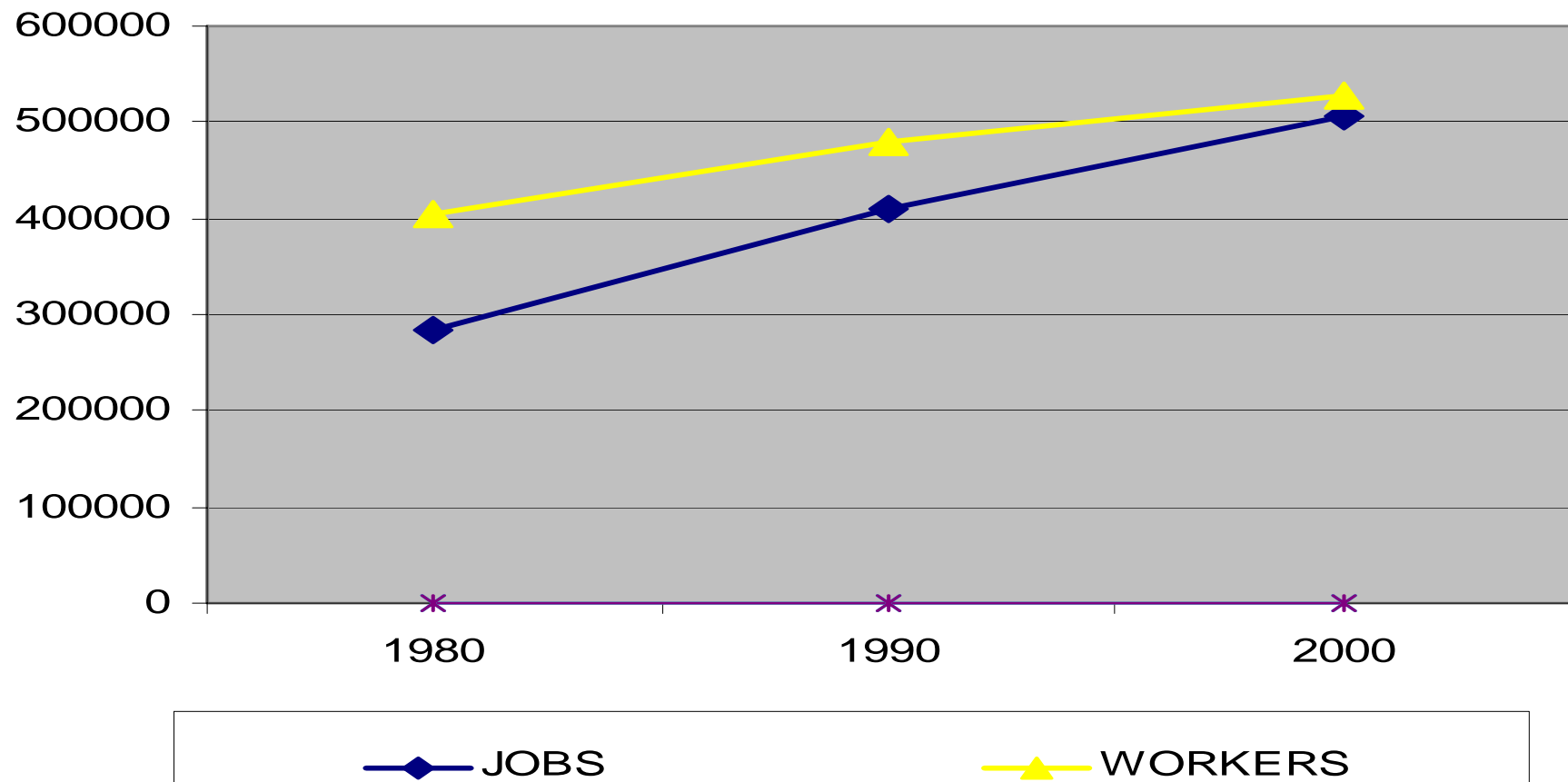


# JOB/WORKER BALANCE-1990

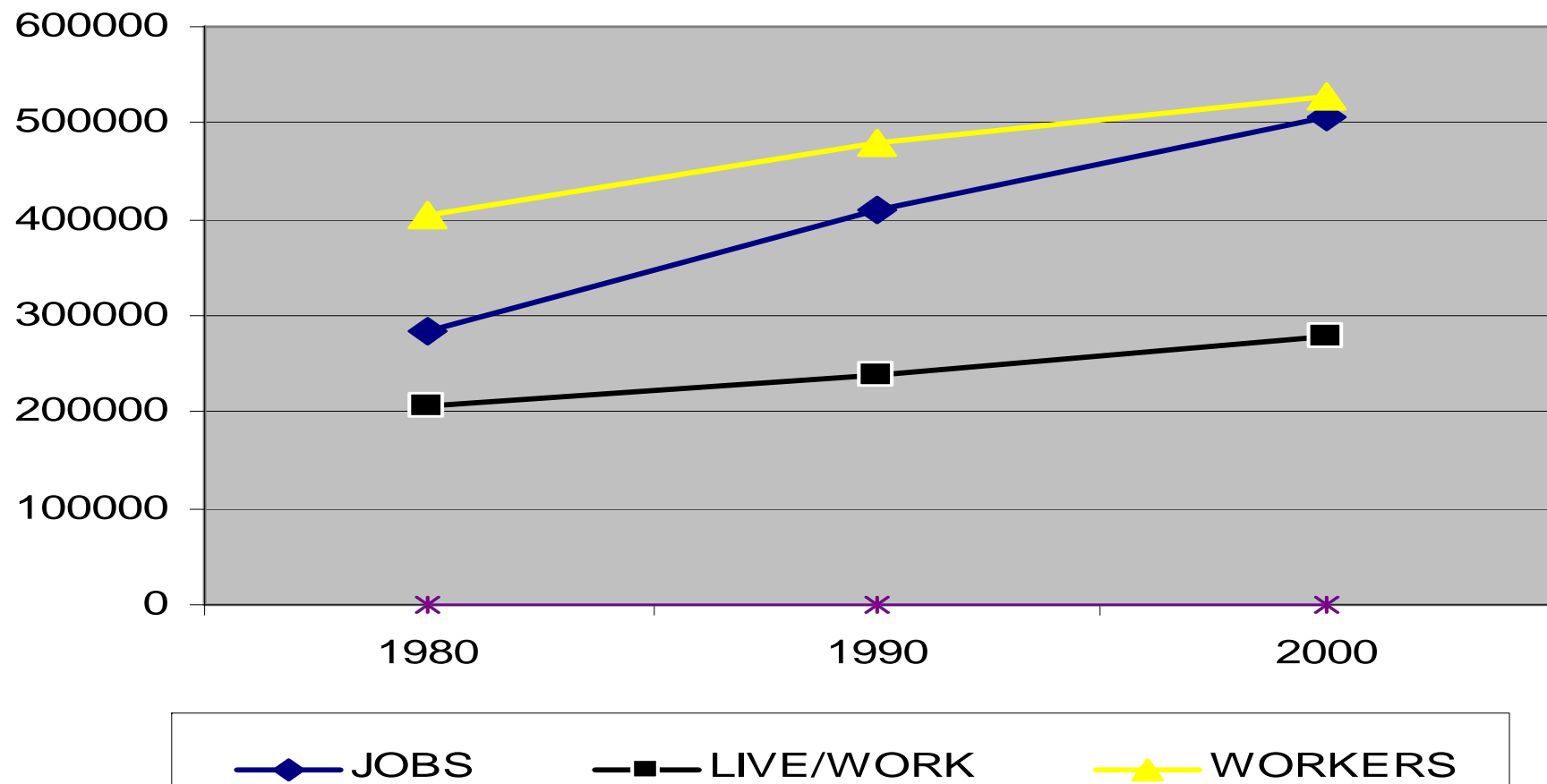
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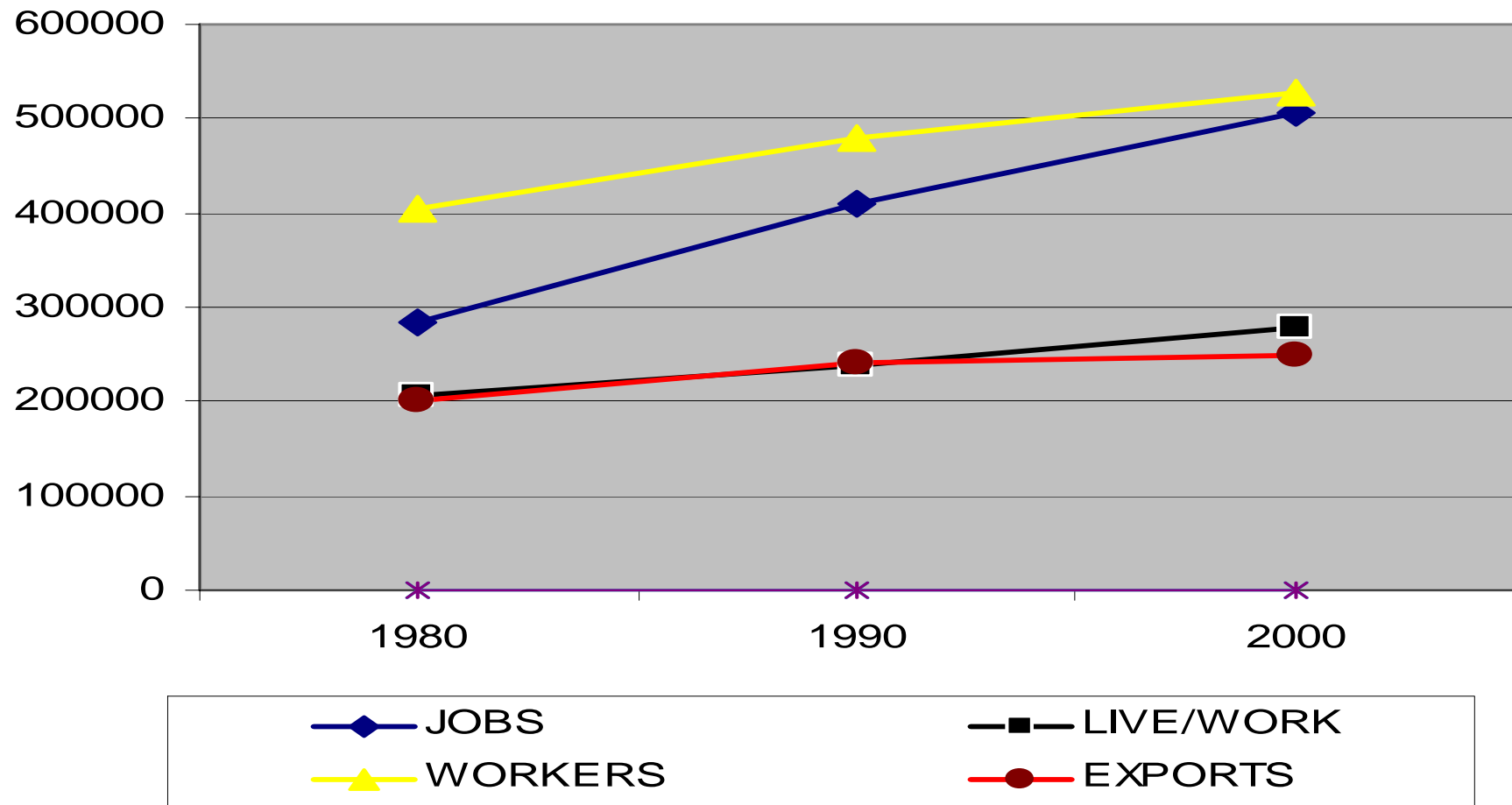
# THE FAIRFAX STORY 1



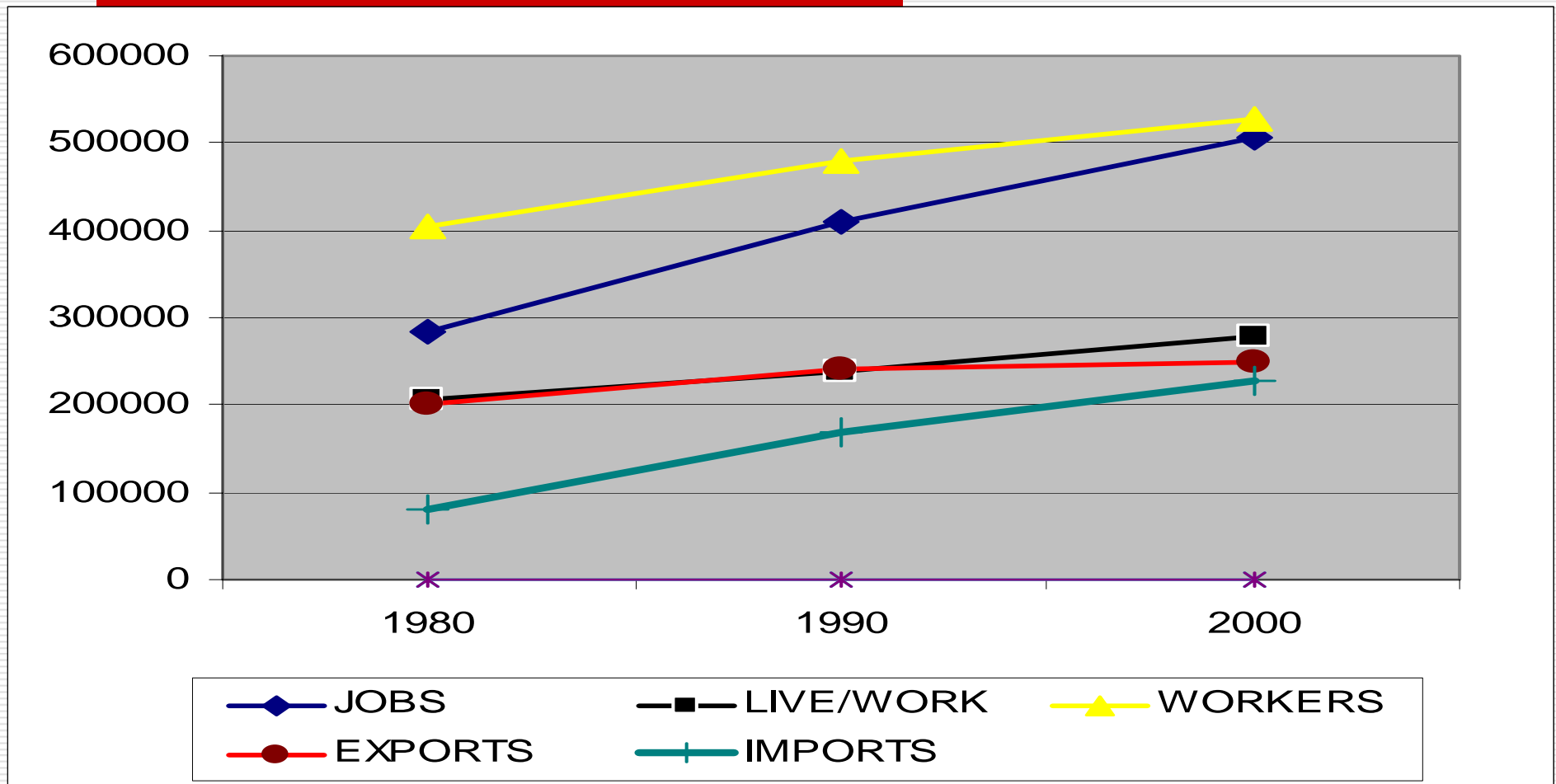
# THE FAIRFAX STORY 2



# THE FAIRFAX STORY 3

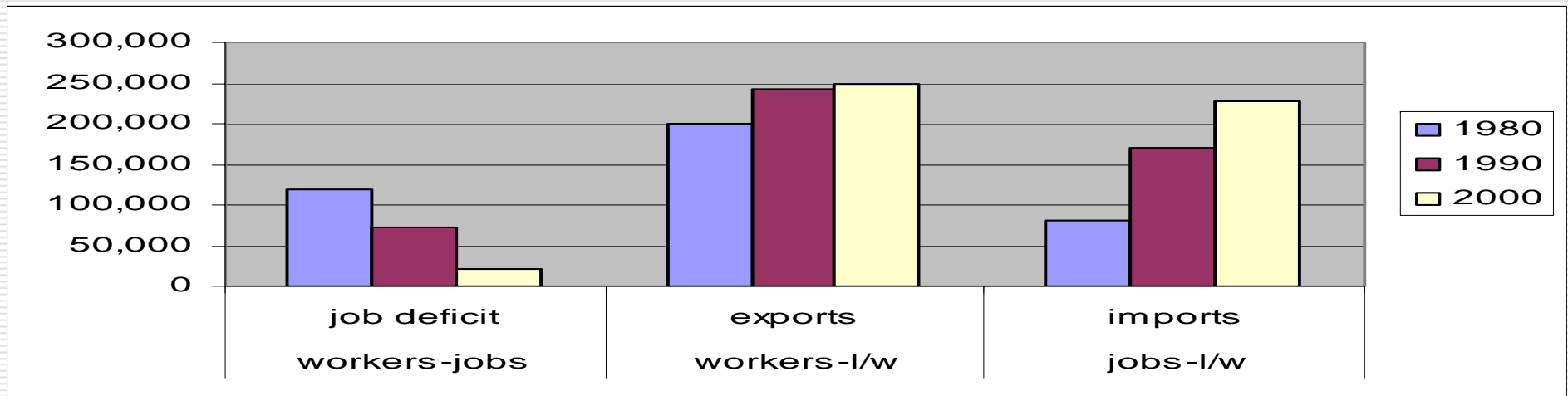


# THE FAIRFAX STORY 4



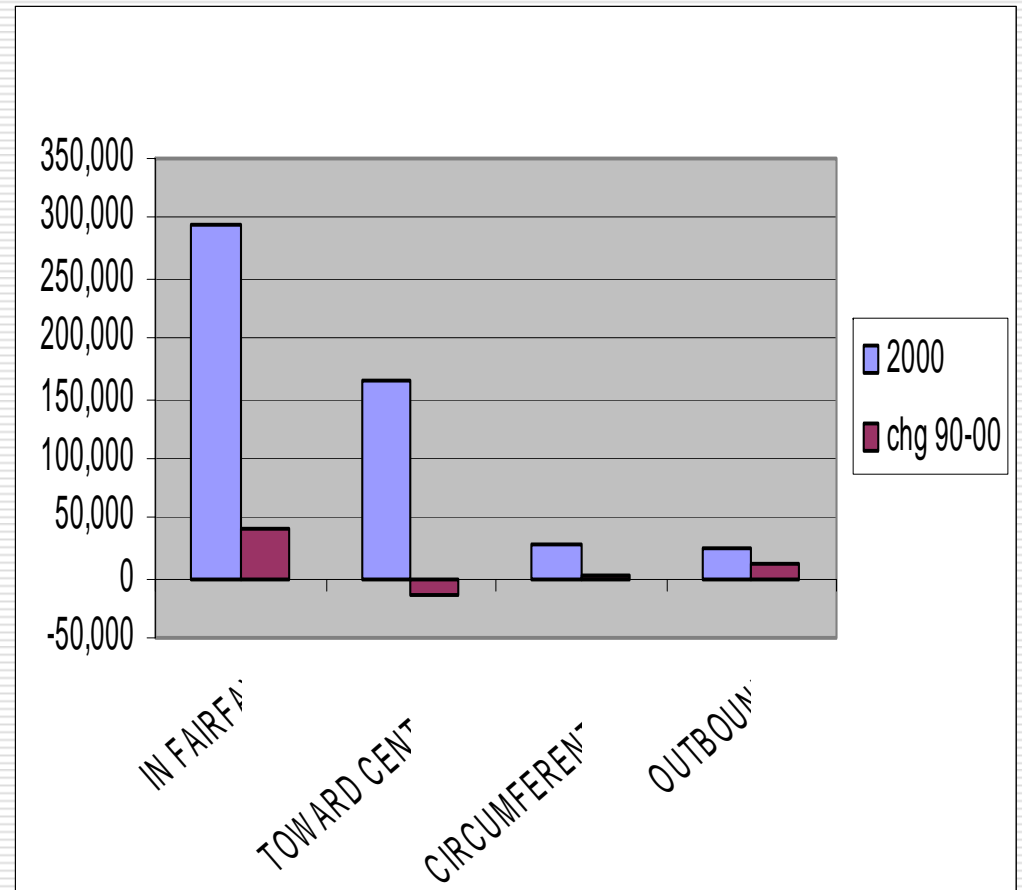
# WHAT HAPPENED IN FAIRFAX!

1. Jobs rose and created balance with workers
2. Live/work; 85% of new workers
3. BUT IMPORTS BOOMED TO FILL REMAINING JOBS



# Where did residents work?

- ❑ Added 47,000 new workers
- ❑ 40,000 Workers stayed in County
- ❑ 15,000 fewer toward center
- ❑ 21,000 more toward edge & ring



## **We are a major NATIONAL region**

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- ❑ Fairfax at 1 million = Richmond metro area
  - ❑ Northern Va. at 2 million+ is a major national metro area by itself  
(= Pittsburgh; approaching Baltimore metro area )
  - ❑ This is a major national metro area that needs a center.
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# Mobility makes metro areas smaller and bigger!

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- **Smaller** in that the time to traverse distances are reduced
  - **Bigger** in that an area knitted together with effective transport acts bigger than it is:
    - **Economically**
    - **Socially**
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**HELP STAMP OUT  
AFFLUENCE!**

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**WE CAN DO IT ----**

**IF WE ALL PULL TOGETHER!**

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# WHAT IS CONGESTION ?

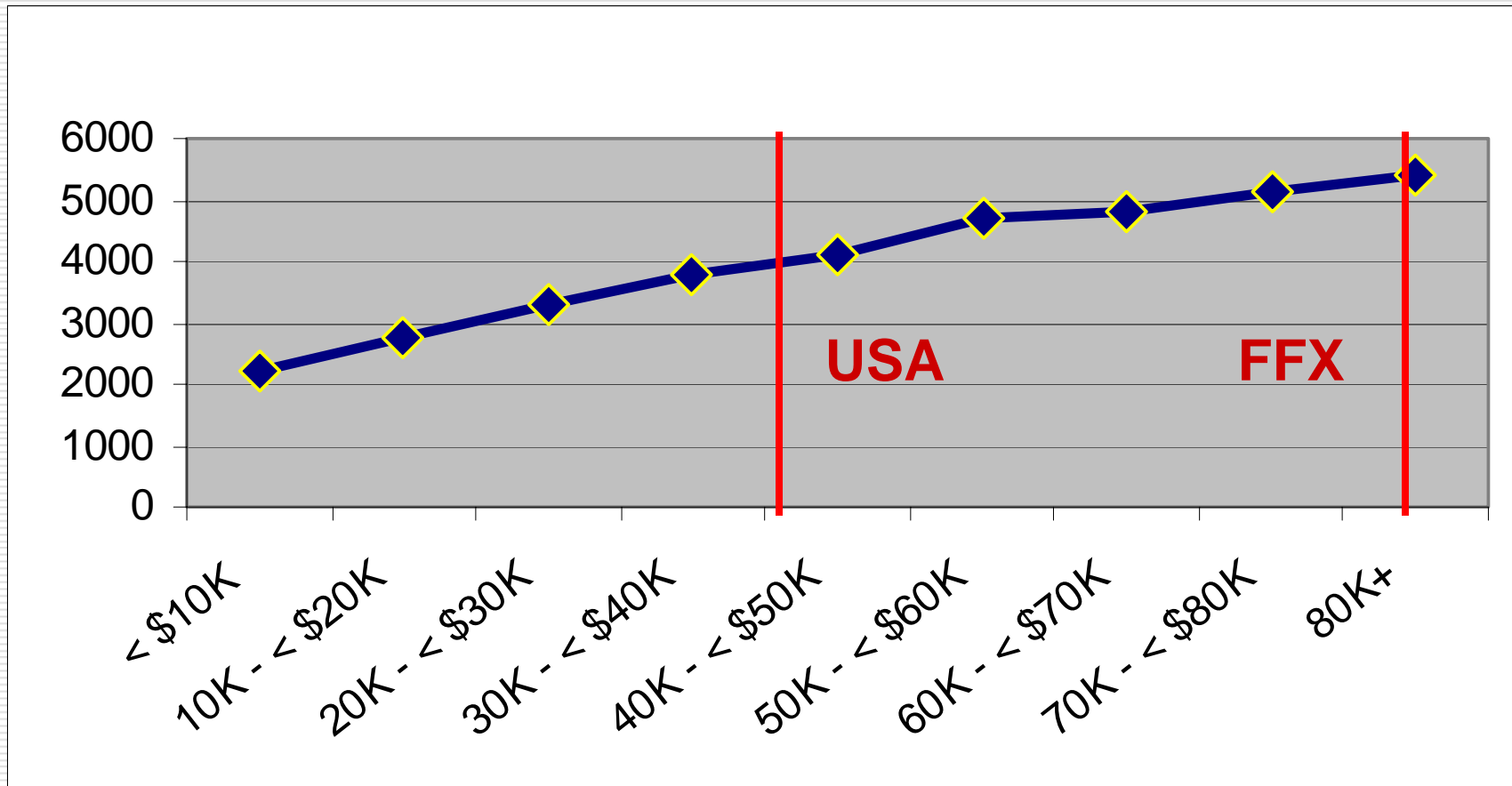
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**Congestion is:**

**People with the economic means to act on their social and economic interests - getting in the way of other people with the means to act on theirs!**

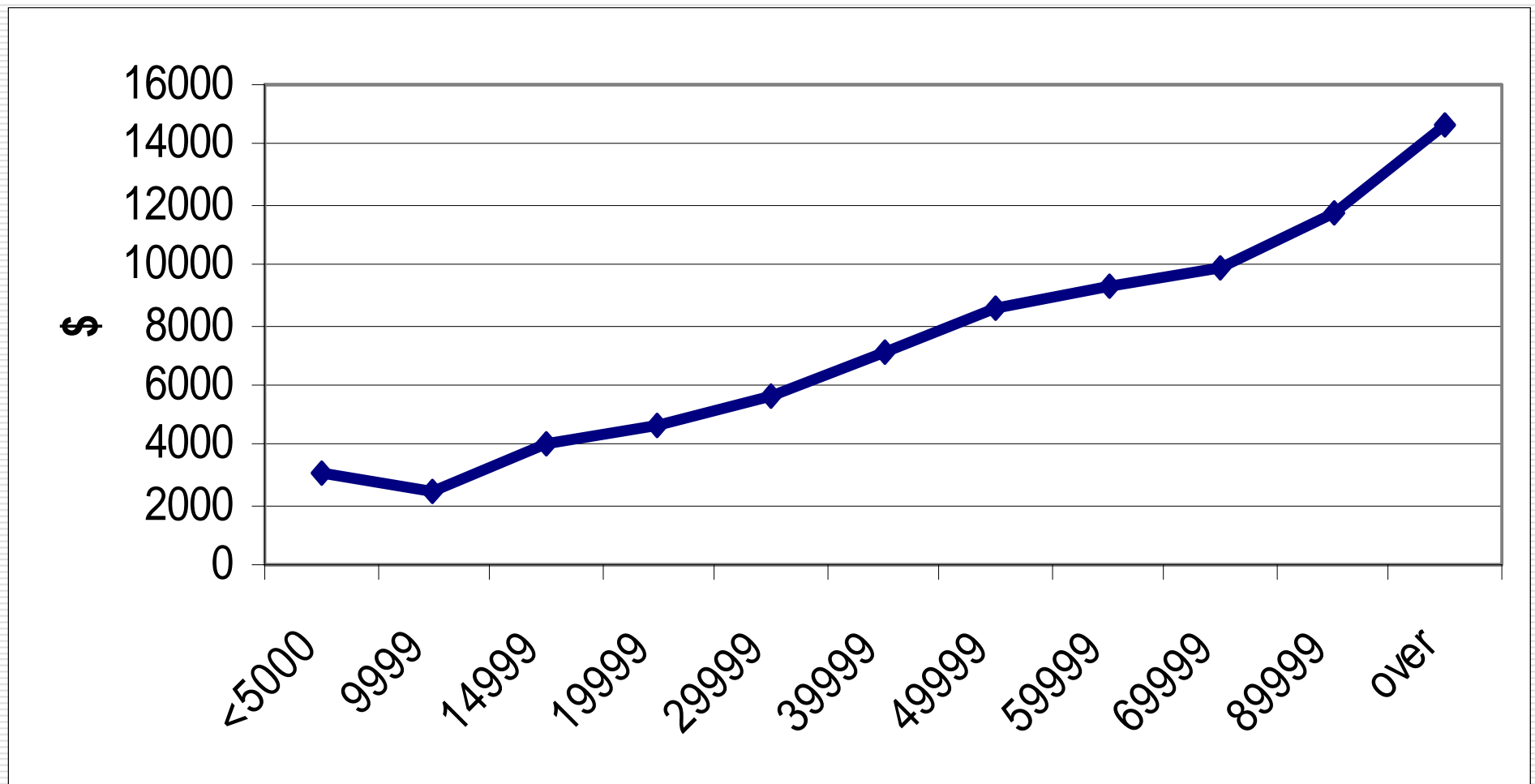
# Annual Trips Per Household by Household Income - 2001

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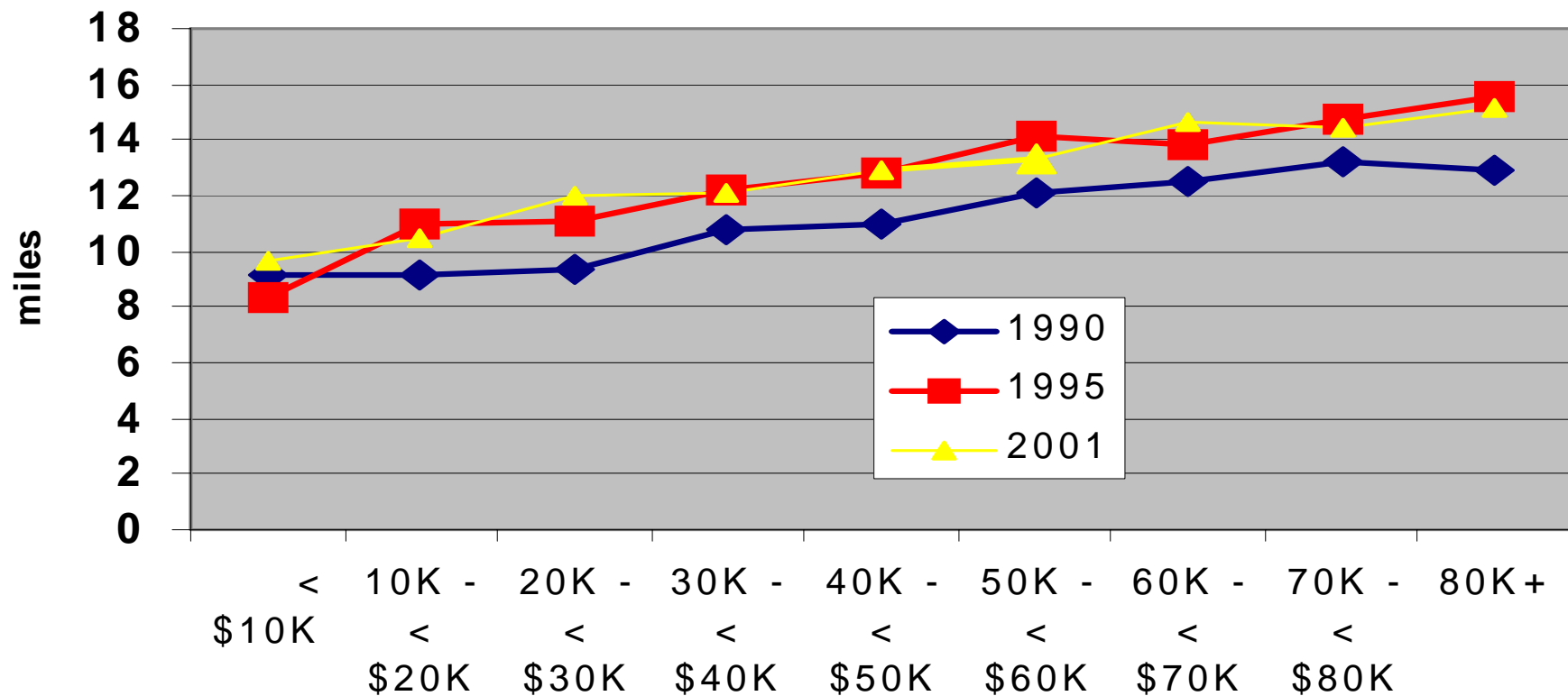


# Household Transportation Spending by Income Level -2000

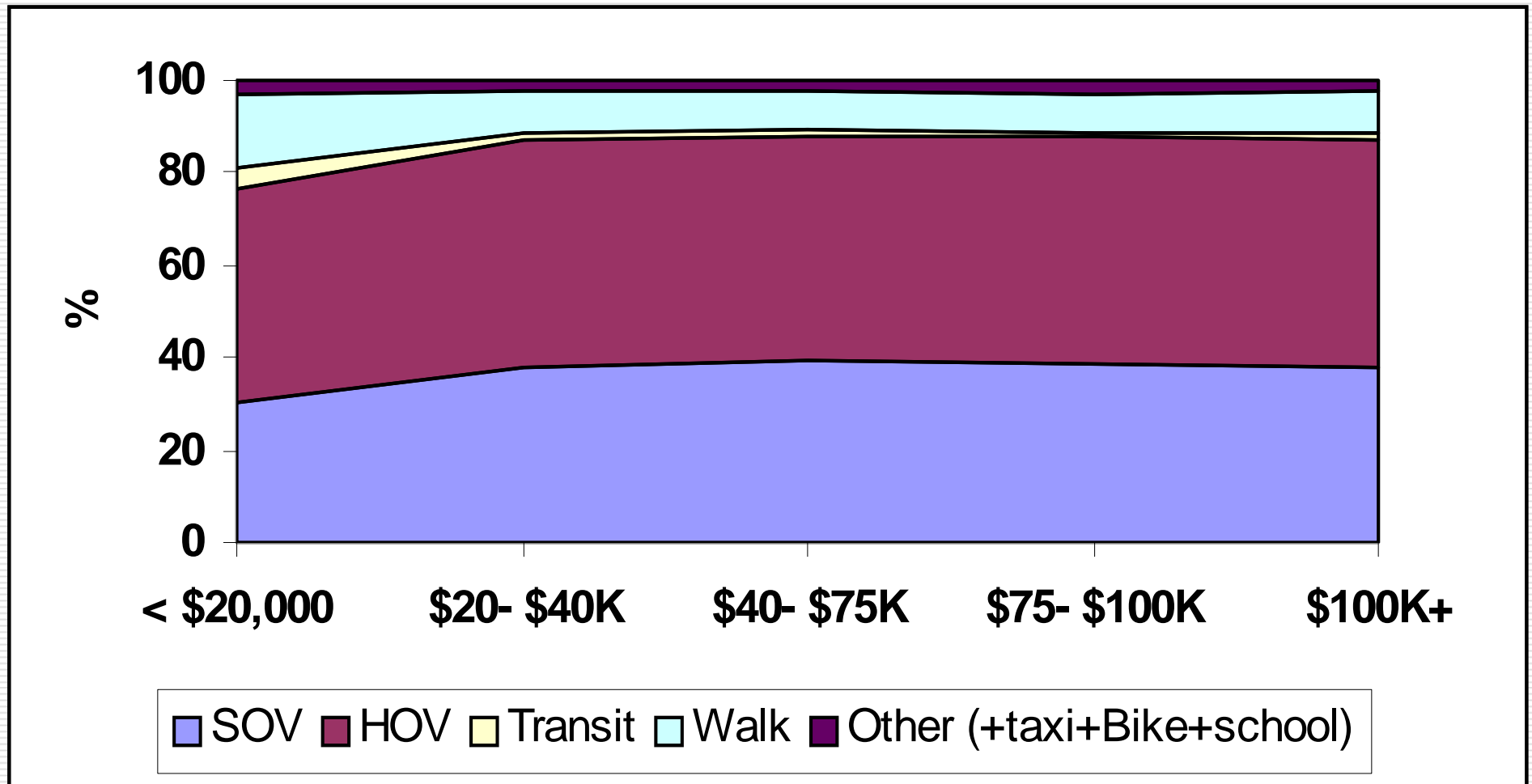
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# WORK TRIP LENGTH TREND by income



# Mode Choice by Income - 2001



# **TIME WILL BE THE DOMINANT FACTOR IN THE FUTURE!**

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- ❑ A HIGH INCOME POPULATION**
  - ❑ A HIGH VALUE OF GOODS**
  - ❑ A MULTI-TASKING SOCIETY**
  - ❑ PRESSURES ON FAMILY**
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# **“Efficiency” in transportation BEWARE!**

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- ☐ A Very Dangerous Word
- ☐ THE EFFICIENCY OF WHO OR WHAT?
- ☐ The key to all transportation is the efficiency of the users — not the vehicles
- ☐ That’s why trucks not trains – cars not buses
- ☐ School bus efficiency vs students !
- ☐ One colossal pizza delivery per night per neighborhood is “efficient”!

***THE AMERICAN PEOPLE HAVE NO OBLIGATION TO  
LIVE IN WAYS THAT MAKE GOVERNANCE MORE  
EFFICIENT!***

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# The New Millennium World

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- ❑ A STABLE “OLD” POPULATION
- ❑ A GLOBAL ECONOMY
- ❑ SKILLED WORKERS AT A PREMIUM
- ❑ WORKERS CAN LIVE, WORK ANYWHERE
- ❑ WHO, WHERE ARE THE IMMIGRANTS?
- ❑ MAINSTREAMED MINORITIES

**A CHALLENGED AFFLUENT SOCIETY**

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# WHAT DOES THE FUTURE LOOK LIKE?

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<input type="checkbox"/> MORE AFFLUENCE	✓	More
<input type="checkbox"/> LOWER DENSITY	✓	Less
<input type="checkbox"/> AUTO AFFORDABILITY	✓	More
<input type="checkbox"/> AUTO PRONE AGE GROUPS	✓	More
<input type="checkbox"/> AUTO TRIP PURPOSE	✓	More
<input type="checkbox"/> DISPERSED DESTINATIONS	✓	More
<input type="checkbox"/> HIGHER FREIGHT VALUE	✓	More
<input type="checkbox"/> MORE TIME SENSITIVITY	✓	More
<input type="checkbox"/> DEMOCRATIZATION OF MOBILITY	✓	More

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# PATTERNS TO WATCH FOR

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- ☐ Immigrant arrivals?
  - ☐ Where do immigrants go?
  - ☐ Minorities & mobility?
  - ☐ Where do aging baby-boomers go?
  - ☐ Multiple home ownership?
  - ☐ What happens to Job/Worker ratios in suburbs?
  - ☐ Even more women in workplace?
  - ☐ Work by >65 pop?
  - ☐ Workplace patterns?
-

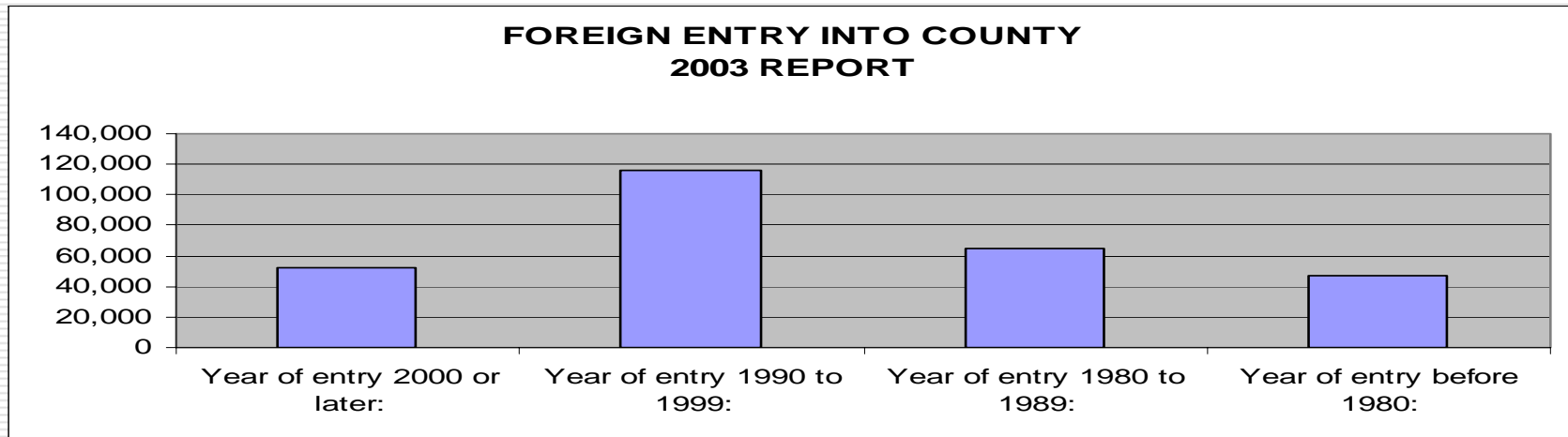
# In This New World the Great Issue Will Be Skilled Workers

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- ☐ Finding skilled workers will be the key concern of business.
  - ☐ They will go where those people are;
  - ☐ or, go where those people want to be!
  - ☐ States and Metro areas that can provide this resource will be big winners!
  - ☐ Minorities and Immigrants will be a crucial part of the work force
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# Immigrants -

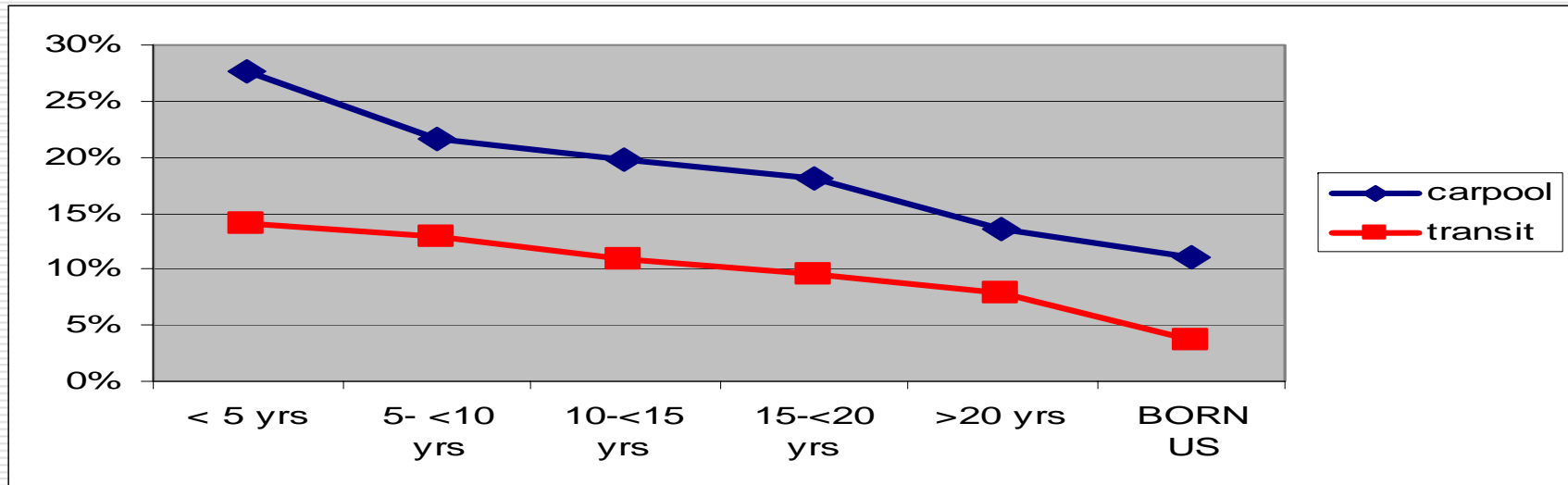
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- ❑ Half of FFX growth in 90's
  - ❑ Half of all immigrants had come in 90's
  - ❑ Without immigrants; outflow exceeded inflow
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# Why does it matter!

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- ❑ Transit usage declines with years in US
  - ❑ Carpooling usage declines with years in US
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# Texas as a model - seriously

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- ❑ "The national program can not meet our needs. It's up to us."
- ❑ Producing plans independently
- ❑ Business leadership is key
- ❑ Explicit congestion goals targeted
- ❑ Reduce "TCI" to a delay of 15-20%

**Other states are following this path**

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## HOW DO WE MAKE IT WORK HERE?

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- ☐ Must regain the public's confidence
  - ☐ Assure existing assets are well-maintained
  - ☐ Assure we wring every bit of capacity we can out of the existing system.
  - ☐ Must demonstrate that big capital is last resort not first choice
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## HOW DO WE MAKE IT WORK HERE?

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- ❑ Tolls can be a useful supplement –but not even close to “the answer”
  - ❑ Let the private sector work
  - ❑ Business Community support is critical – get the tech players involved
  - ❑ What % of the problem have I solved with what % of my resources?
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# The right next steps

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- ❑ A real dedication to solving congestion
  - ❑ Accept public consumer sovereignty
  - ❑ Adopt measurable performance results
  - ❑ Win public respect and support
- 
- ❑ **OR, THE GOVT COULD ELECT NEW PEOPLE!**
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# THANK YOU!

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